

AMENDING THE ACT OF FEBRUARY 7, 1905, AS AMENDED, AUTHORIZING THE KENSINGTON & EASTERN RAILROAD CO. TO CONSTRUCT A BRIDGE ACROSS THE CALUMET RIVER

JUNE 26, 1952.—Referred to the House Calendar and ordered to be printed

Mr. FALLON, from the Committee on Public Works, submitted the following

REPORT

[To accompany H. R. 8190]

The Committee on Public Works, to whom was referred the bill (H. R. 8190) to amend the act of February 7, 1905, as amended, authorizing the Kensington & Eastern Railroad Co. to construct a bridge across the Calumet River, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

The committee held a hearing on H. R. 6159 and adopted certain amendments proposed by the Department of the Army. H. R. 8190 was introduced as a clean bill and embodies the changes recommended by the committee.

On May 23, 1951, the Illinois Central Railroad Co. submitted, for the approval of the Chief of Engineers and the Secretary of the Army, plans for raising the existing drawbridge supporting the Kensington & Eastern Railroad Co. tracks over the Calumet River near One Hundred and Thirtieth Street, Chicago, Ill., a distance of 6 feet, resupporting the structure, and converting the drawspan to a fixed bridge.

The act of February 7, 1905 (33 Stat. 703), which authorized construction of the existing bridge, specified that the structure should be a drawbridge. In view of this restriction the Department of the Army was without authority to act upon the application. Additional authorization is required for a fixed-span bridge and H. R. 8190 was introduced for this purpose.

Under the terms of the bill the Kensington & Eastern Railroad Co. would be authorized to convert the present bridge structure into a fixed span bridge or a drawbridge upon approval of plans for such changes by the Chief of Engineers and the Secretary of the Army.

Witnesses testified that enactment of the legislation is urgent because of the great increase in barge traffic on the Calumet River in recent years. The number of bridge openings increased from 1,768 in 1940 to 3,876 in 1950. In 1951 the number jumped to 4,130. Each bridge opening results in some delay in both the river traffic and the railroad traffic.

The committee was informed that two highway bridges over the river in the immediate vicinity of this railroad bridge have already been made into fixed span bridges and form the clearance limit to the traffic which can now use the river. The railroad proposes to make its bridge 1 foot higher than the lowest of the highway bridges.

The bill does not involve the expenditure of funds by the United States.

The Department of the Army has advised the committee it has no objection to the favorable consideration of H. R. 8190.

